

Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343



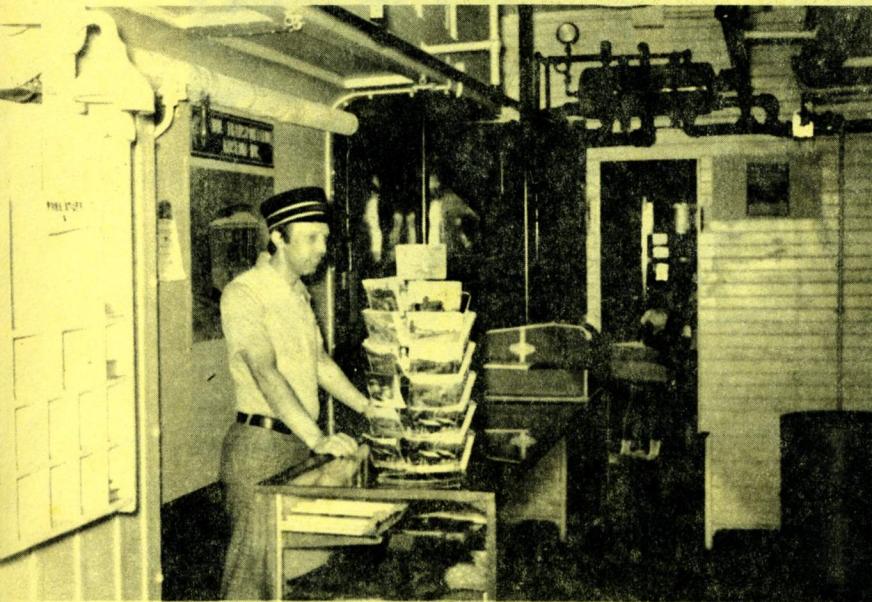
Official Publication of The Minnesota Transportation Museum, Inc.

MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

Published Bi-Monthly for members in good standing
of the Minnesota Transportation Museum Inc.

ALL COMMUNICATIONS SHOULD BE ADDRESSED TO THE EDITOR,
P.M. JOYCE, P.O. BOX 1300, HOPKINS, MINN. 55343.



ABOUT THE COVER

Dan Patch Electric Lines locomotive No. 100 and Northern Pacific Ry. RPO-baggage-passenger car No. 1102 were on display during Stillwater's Lumber Jack Days, July 28th through 30th. A souvenir shop was set up in the baggage compartment of No. 1102 as shown in the photo to the left. Thanks to the cooperation of the Burlington Northern Ry. the train operated to and from Stillwater under its own power. No. 100 found out that it certainly would be nice to have those two 175 h.p. V-8 engine-generators back inside the cab; that 79 ton triple combine put quite a strain on the drawbar when heavy grades were encountered.

NOTICE OF GENERAL MEMBERSHIP MEETING

8:00 P. M. Tuesday, September 19th, at the auditorium in the Burlington Northern Ry. office building, 176 East 5th Street, St. Paul. The program will include a graphic presentation of the Edmonton, Canada, Light Rail system that began operating in April.

WELCOME NEW MEMBERS

Since the last issue of the Minnegazette the following persons have joined the MTM: Keith Anderson, St. Paul; Leslie Anderson, Jr., Minneapolis; Diesel Electric Service Co., St. Paul; Herb Germar, Minneapolis; Christopher Hammond, Minneapolis; Robert and Norma Klimpke, Dhahran, Saudi Arabia; Tim Layeux, Edina; John Prestholdt, Edina; Robert Reineck, Minneapolis; and Mr. and Mrs. William Todd, Jr., Apple Valley. We welcome them to the MTM.

Incidentally, we would like to thank all the "old" members of the MTM for their good cooperation with the new dues renewal system. The majority of members have paid their dues through the end of 1978. The first notice for payment of dues for 1979 will be mailed with the next issue of the Minnegazette.

David Norman, Membership Secretary

THANKS TO THE SOUTH SUBURBAN VO-TECH SCHOOL

Much appreciation is extended to the Packaging Department of the Hennepin County Area Vocational-Technical School, Eden Prairie Campus, for essential assistance they have provided in furnishing MTM with plastic bags sufficient to package an estimated 6,000 sets of five-pack streetcar postcards which we offer on 1300 and at the Minnehaha Depot. They have also loaned to MTM an electric sealer enabling us to properly complete the technical seal required. Perhaps some of our younger members might be interested in learning the operation of packaging equipment as a vocation; if interested please call 944-2222, ext. 256.

THE PRESIDENT'S MESSAGE

I'm happy to announce that in August the M.T.M. and the Lake Superior Museum of Transportation reached an agreement whereby each organization will have a representative on the other's Board of Directors. This "cross representation" will undoubtedly increase the level of communication between our two museum groups and will promote the continuation of the good relations which we currently enjoy. Bill Graham will be M.T.M.'s representative on the Lake Superior Museum Board with myself as alternate. Mr. Thomas L. Lamphier will be the Lake Superior Museum representative on our Board with Wayne Olsen as alternate. It is my feeling that a move such as this is long overdue as it can only be in the best interest of both groups.

My comments for the "In Case You Had Forgotten Department" this month pertain to our activities at the Como Shops. From time to time it is necessary to remind everyone that all railroad equipment in the vicinity of the shop area (with the sole exception of M.T.M. owned equipment) is strictly OFF LIMITS. Let us continue to confine our activities to the building which has been leased to us by the B. N. Ry., and to the immediate adjacent area to the building for parking or outside work. Under no circumstances should any equipment or building owned by the B. N. Ry. be entered, no matter how interesting it may be, unless permission has been given. THIS INCLUDES EVERYBODY!!!!

I hope that not too many members missed the opportunity to photograph the Dan Patch locomotive and our newly restored triple combine during the recent trip to Lumber Jack Days in Stillwater. Thanks to the B. N. Ry. and our Como Shops restoration crew the entire trip went perfectly. By all accounts the exhibit was well received with between 6,000 and 8,000 persons passing through during the four day period.

Don't forget the second annual Trolley Picnic which will be held at the Linden Hills Carhouse on Sunday, October 1st. Details are included elsewhere in this issue. Hope to see you there.

Sandy

VICE PRESIDENT-CONSTRUCTION & MAINTENANCE'S MESSAGE

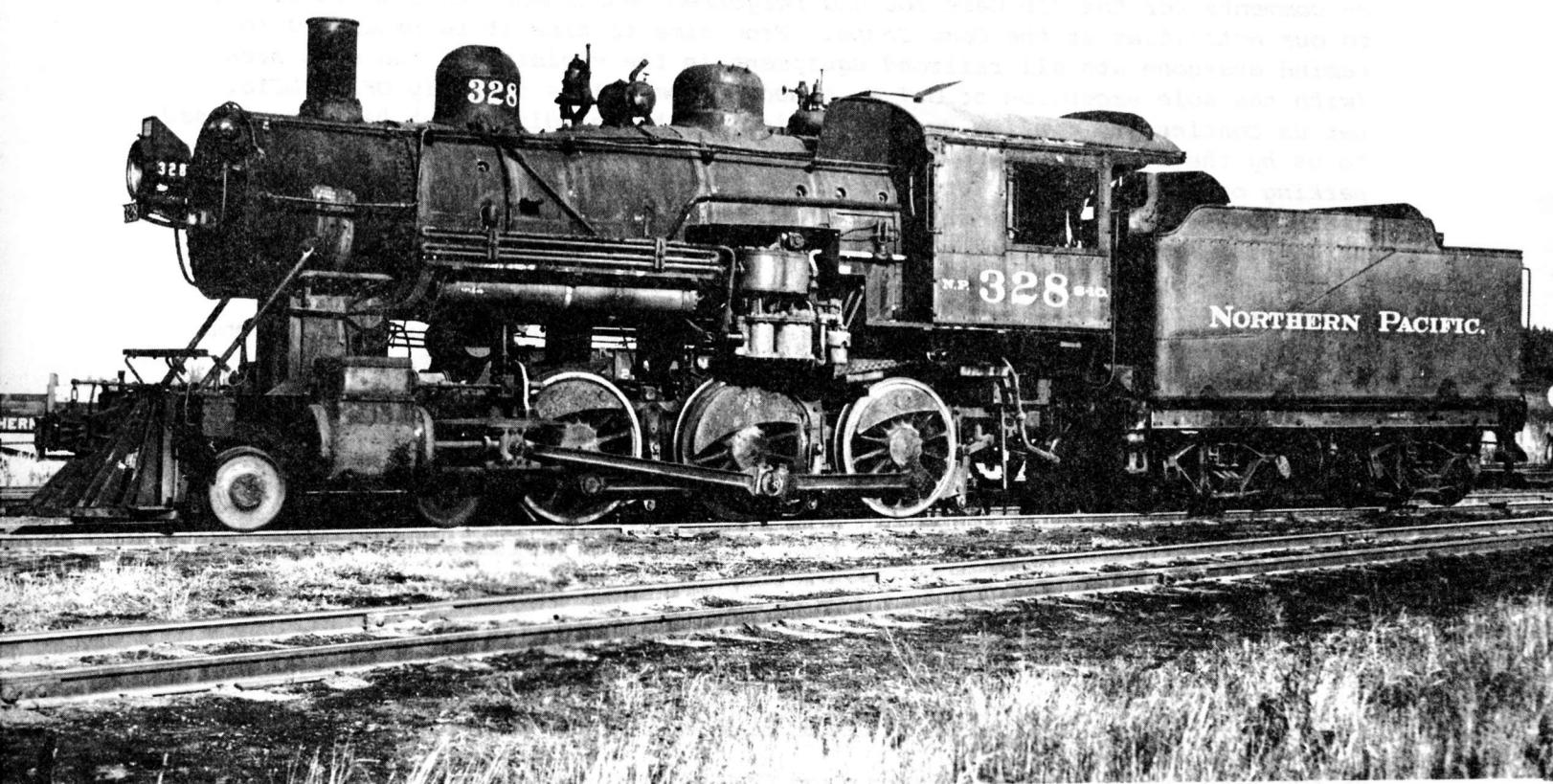
We owe many thanks to the persons from CETA for an outstanding nine weeks of hard work. Thanks to them we were able to accomplish more this summer with much less effort on the part of our work crews. Following is a list of what the CETA group accomplished.

- Dug out the platform area from 42nd St. to the underpass.
- Removed the wood chip path and spread 12 cubic yards of black dirt and laid 300 square yards of sod.
- Dug out, removed and replaced 100 ties.
- Spread eight tons of sand and laid 8,000 bricks for our platform and the paths through the garden.
- Removed four sections of concrete sidewalk and installed two railroad tie planters on top of the underpass.
- Scraped and painted all hand railings and the entire fence on Queen Ave.
- Removed dirt and underbrush from the concrete retaining wall from the carhouse north to the switch.
- Cut weeds and brush along the entire right-of-way.
- Dug out and cribbed seven groups of trees.
- Removed stockpiled dirt along track by tool shed to the end of track to make a temporary loading area.
- Spread 48 cubic yards of black dirt from north of William Berry Bridge to the end of track to get area ready for seeding grass.

- Removed crushed rock from archery range area and along Richfield Road to clean up these areas.
- Pulled out tree stumps from concrete retaining wall.
- Unloaded and stacked 250 ties along the cemetery fence.

Thanks also to Steve and Wayne Snyder to painting the tower car and speeder; also for volunteering to help CETA when they had heavy loads to move to the end of the line.

Ken Snyder



While we can't equal TCRT's invitation (just imagine how that experience would be enjoyed today!), MTM will have its second annual trolley picnic for all MTM members and their families on Sunday, October 1st.

Festivities will be from 12:00 noon until 3:00 p.m. at the Linden Hills Carhouse. Food and refreshments will be provided by MTM but please bring your own lawn chairs.

1300 will operate from the 42nd St. Station to the Carhouse so you can park your automobiles in the Lake Harriet parking area. If you have not ridden 1300 over the full length of the line to Lake Calhoun, now is the opportunity.

We need to know how much food to prepare so we ask that you notify us if you are coming, and how many persons will be with you, by Friday, September 29th, or before. Let us know at the membership meeting September 19th, or call one of the following ladies:

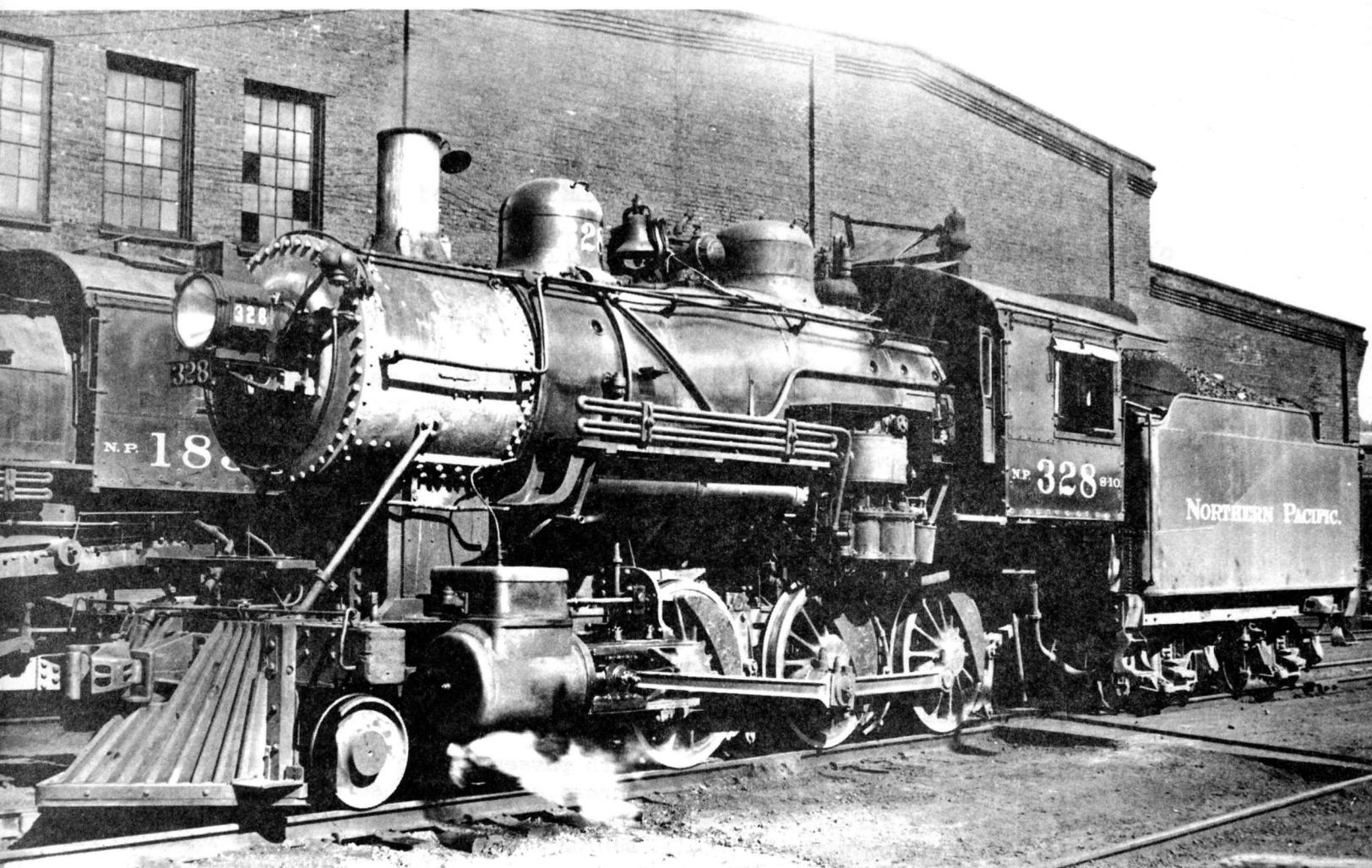
Judy Sandberg
Betsy Snyder

890-2830
926-5755

Join us for this fun celebration--a great get-together for all the folks who are the Minnesota Transportation Museum.

HELP NEEDED

If anyone has photographs that would be useful in producing a brochure for use in publicizing the RPO compartment of N.P. Ry. No. 1102 please contact Bill Marshall at 922-0767.



The photographs of Northern Pacific Ry. 4-6-0 No. 328 were contributed to MTM by Harold K. Vollrath, Shawnee Mission, Kansas, for use in our restoration of this interesting locomotive. No. 328 was built by the Rogers Works of the American Locomotive Co. in February, 1907, carrying builder's number 37583. It was one of nine locomotives on the N. P. Ry. designated Class S-10. The photo on page 5 was taken in St. Paul during July, 1947, while that on page 6 was taken in Stillwater during November, 1954. With regard to physical appearance the photographs speak for themselves. With regard to the restoration of 328 the last flue was installed in the boiler July 5th and the new pony truck has been fitted.



J. F. CALDERWOOD. Auditor.

Twin City Rapid Transit Co.

Minneapolis Minn. 17 July 1901.

NOTE.

The ANNUAL PICNIC and TROLLEY RIDE of the Office Employes of the TWIN CITY RAPID TRANSIT CO., will be held at Wildwood, White Bear Lake, Monday Afternoon, JULY 22nd.

The Special Car will be at the siding on WASHINGTON and FIRST AVENUE SOUTH at 1:00 o'clock sharp.

THOSE STEAM LOCOMOTIVES

I remember those steam locomotives
With black smoke belching out of their stacks.
Hissing, sizzling and whistling,
As they came chuffing down those steel tracks.

Those locomotives really were powerful;
Stoked up with a full head of steam.
Looked big and strong from every direction;
To run one was every boy's dream.

The fireman fed her coal, lots of water;
Most worthy of his hire was he.
The engineer with his hand on the throttle,
Oh! he was a great man to see.

The air pump on the side of the boiler
Made a noise we all loved to hear.
Pumped air for the air brakes to stop her;
With them there was nothing to fear.

Pulled scores of freight cars along easily;
With a nice red caboose way behind.
Hauled machinery and goods to destinations;
Many other things I can't bring to mind.

With passengers in coaches went speeding
Across our country so wide.
On a network of tracks never ending,
Behind steam locomotives folks loved to ride.

When I think of good transportation,
On those steam locomotives I wish to dwell.
They served people for more generations,
Than most anyone living can tell.

This poem was written in 1969 by Einer H. Tostenson, an elderly gentlemen now confined to a wheelchair. If you enjoyed reading it you might let him know. His address is 3609 24th Ave. So., Minneapolis, Minn. 55406



MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - Please credit the **Minnesota Streetcar Museum** and provide our URL www.trolleyride.org We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!